



City of Seattle

Mike McGinn, Mayor

Seattle Freight Advisory Board

2011 Advisory Board Annual Report

Warren Aakervik, Chair

Linda Anderson

Bari Bookout

Terry Finn

Anne Goodchild

Chris Martin

Mike Sheehan

Bob Viggers

Cameron Williams

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution
31243

Board:	Seattle Freight Advisory Board
Report prepared by:	Anne Goodchild
Date:	August 31, 2012

Board Purpose (from the enabling legislation):

The Board shall advise the City Council, Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment. (Resolution 31243)

Top Priorities, Projects, Challenges and Accomplishments in 2011:

2011 was the first year for the SFAB. As such, part of the year was spent getting to know each other, establishing ground-rules, and developing a theme to our priorities. Our singular priority was to obtain funding for a revision of the Freight Master Plan. The board authored letters to the Mayor and City Council and co-authored letters with the Bicycle and Pedestrian boards expressing the need for funds for planning. The board also sent letters to the Mayor and City Council expressing support for the container terminal element amendment to the Comprehensive Plan.

Much of the discussion at the monthly meetings centered on the scarcity of resources and options for funding the freight master plan activities. Also, the implementation of the Complete Streets Ordinance presented opportunities for discussions regarding safety on Major Truck Streets, minimizing conflicts, and addressing competing interests of freight and other modes.

Top Projects, Priorities and Issues for 2012:

The Board's highest priority is for Seattle to develop a Freight Master Plan.

Other Notes and Information:

January

The board's first meeting began with welcoming remarks from Councilmember Tom Rasmussen and from Ethan Raup of the mayor's office. Board members introduced themselves and described their involvement and perspectives on freight in Seattle.

Seattle Municipal Tower, 700 5th Avenue, Suite 3800, PO Box 34996, Seattle, WA 98124-4996

Tel: (206) 684-4103 Tel: (206) 684-5000 Fax: (206) 684-5180

Web: www.seattle.gov/sfab/

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Seattle Department of Transportation (SDOT) staff provided an overview of their freight program and projects, and facilitated a discussion of the purpose and responsibilities of the board.

February

The board learned about Bridging the Gap (BTG), which is one of SDOT's important funding sources, and about CTAC III, which is a 14-person group tasked with making a recommendation to the City Council regarding which projects and programs the city should fund with the recently implemented \$20 vehicle license fee (VLF), and with looking at a potential for an upcoming ballot measure. The CTAC III discussion continued at the April meeting.

Eric Widstrand, City Traffic Engineer, presented information about rechannelizations in general, and specifically regarding E Marginal Way S and Airport Way S. There were many comments on this item, and the Board wrote a letter to the mayor and to the City Council on Feb. 22, 2011.

Elections were held and the following officers were elected:

Anne Goodchild – Chair

Alon Bassok – Vice Chair

Bob Viggers – representative to the BTG oversight committee.

March

The board adopted operating guidelines and tentatively adopted their 2011 work plan.

The board was briefed on the Department of Development and Planning's draft concept plan for the West Seattle Triangle. Their work is to develop a concept plan that can be implemented over time as funding is available. This project includes potential changes on Fauntleroy, which is a Major Truck Street. The board was also briefed about the Airport over Argo and East Marginal at Horton projects.

Tom Hauger of DPD and Barbara Gray of SDOT led a discussion of the city's Comprehensive Plan and how it relates to the Transportation Strategic Plan, and to neighborhood plans such as the Duwamish and BINMIC (Ballard, Interbay and Northend Manufacturing and Industrial Center) plans.

April

Kate Joncas, co-chair of the CTAC III committee and Tracy Burrows of SDOT described the work of the Citizens Transportation Advisory Committee III, which advises the mayor and City Council on transportation funding alternatives and priorities, including priorities for the \$20 vehicle license fee funds, and for a potential ballot measure. The board wrote a letter to the CTAC III committee stating their interests and priorities, which include funding for a freight master plan. Funding for a freight plan was included in the funding measure the City Council placed on the ballot, but the measure was rejected by the voters.

The board was briefed on the Mercer West project and on plans for bicycle facility projects on four Major Truck Streets. Revisions to the plans for bicycle facilities on Elliott Avenue West were made in response to comments from the board.

May

The board was briefed on several upcoming projects: Ballard Bridge Painting, Ballard Bridge Seismic, Fauntleroy Seismic (Phase 2), King Street Station Area Bridges Seismic, and N/NW 85th Street Paving. Board members provided feedback on construction impacts and detour planning.

The rest of the meeting was a presentation and discussion about modal planning, including information about the 2007 Bicycle Master Plan, the 2009 Pedestrian Master Plan, and the transit master plan, which is currently being developed. The 2005 Freight Mobility Strategic Action Plan was discussed, with an emphasis on how this plan was different from the other three master plans. Modal plans fall under the Transportation Strategic Plan (TSP), which is a departmental functional policy plan and bridges the gap between modal plans and the Comprehensive Plan.

June

The board was briefed on the Transit Master Plan, which is currently in development and will be a comprehensive plan for Seattle's transit needs through 2030. The board discussion focused on their interest in how modes interact, for example where the priority transit corridors are also major truck streets.

Kristian Kofoed from DPD and Joseph Gellings from the Port of Seattle described a proposed new Comprehensive Plan element addressing marine cargo terminals. The board wrote a letter to the City Council supporting the element.

Following up on May's short presentation, there was a more detailed presentation and discussion of the North and Northwest 85th Street paving project, which will begin in October 2011 and end in September 2012.

Steve Pratt, SDOT's director of Street Maintenance, described the challenges of maintaining Seattle's unpaved streets, approximately half of which are in industrial areas.

July

July's theme was freight planning and research at the state and regional levels. Barbara Ivanov from the Washington State Department of Transportation gave an overview of freight planning at the state level. WSDOT is required by state law to develop a freight mobility plan for the state. The latest plan was developed in 2006, and the current update is being developed without any additional funding and is focusing on "the last mile."

Sean Ardussi from the Puget Sound Regional Council (PSRC) described how freight planning is integrated into the transportation planning process at PSRC. PSRC has

developed a Freight Action Strategy (FAST) Corridor, which is a partnership of 26 local cities, counties, ports, federal, state and regional transportation agencies, railroads and trucking interests intended to solve freight mobility problems with coordinated solutions.

Dan Carlson of the University of Washington discussed a freight research project he is undertaking in collaboration with PSRC, which is funded by the Transportation Research Board and which should be complete in March 2012.

August

Tracy Burrows from SDOT updated the board on the work of the Seattle Transportation Benefit District (STBD) and the current status the Citizens' Transportation Advisory Committee III (CTAC III). The STBD decided to place a \$60 VLF proposal on the November 2011 ballot. This proposed \$60 VLF would have a 10-year life span. If approved by voters, the new funding would be divided into three categories:

- system repair, maintenance and safety improvements,
- transit speed, reliability and access improvements, and
- pedestrian, bicycle and freight mobility improvements.

Funding for a Freight Master Plan would come from the third category. (The measure was not approved by the voters.)

Mike Estey and Dawn Schellenberg gave an update on the efforts to address truck parking issues in the Georgetown and South Park neighborhoods, primarily overnight truck parking in residential areas. SDOT has installed signs related to parking and idling, and is designing a flyer to educate drivers about parking issues. The Board agreed to provide input on the flyer.

Anne Goodchild talked about "categories of freight" as part of the board's preliminary discussion of freight master plan topics. There are three categories of freight: made in Washington State; urban pickup/delivery; and global gateways. Freight can also be categorized by as long-haul, urban pickup/delivery, drayage, or regional.

September

Anne Goodchild recently attended a meeting of the chairs and vice chairs of the pedestrian, bicycle and freight advisory boards. She reminded members that one of the duties of the FAB is to write an annual report. The board decided to write a letter in support of funding for a plan, and the board will also write a joint letter with the pedestrian and bicycle boards supporting planning in general.

Jerry Suder from the Department of Planning and Development (DPD) started the discussion by describing DPD's review of development proposals. For some types of projects, this includes a requirement for a certain number of loading berths on-site. Chris Eaves of SDOT described how SDOT looks at the details of how freight will access a new development, and what impacts it might have on conditions in the public right-of-way.

Chris Martin, founder and president of CleanScapes, gave the first presentation in what is planned to be a series of opportunities for the board to learn more about each member's business.

Adiam Emery describe SDOT's intelligent transportation systems (ITS) program, which is intended to improve safety and mobility through the use of technology. Abigail Rudell described SDOT's construction and planned event coordination and notification process. After these presentations, board members toured SDOT's traffic management center (TMC).

October

The board sent two letters to the City Council and the mayor, one supporting the proposed container terminal element amendment to the Comprehensive Plan, and one supporting funding for a Freight Master Plan. The board is also working with the chairs of the pedestrian and bicycle boards on a joint letter supporting funding for modal planning.

Charles Bookman, director of SDOT's Traffic Management division, provided information about SDOT's proposed 2012 budget, including proposed funding for freight spot improvements and for other freight-supportive projects.

Matt Preedy, Deputy Program Director, Alaskan Way Viaduct Replacement Program, presented information about the nine-day closure of the Alaskan Way Viaduct planned for October 21 – 31, 2011.

Mike Estey, Parking and Permits manager in SDOT's Traffic Management division, described the purpose of the Traffic Control Manual and the update process for the manual and invited the board to provide comments on the draft.

November

Charlie Bookman confirmed that since funding for a freight master plan was part of the ballot measure rejected by voters, SDOT would come back at the January meeting with information about next steps.

Tony Mazzella briefed the board on the draft Transit Master Plan and encouraged the Board to provide comments.

Bari Bookout from the Port of Seattle gave the Board Member presentation.

Rebecca Deehr from the Mayor's Office described the Road Safety Summit effort, and requested feedback from the board on their highest priorities for road safety, and on ways non-government groups and individuals can promote safety.

December

The Board did not meet in December.